



DEPARTMENT OF THE NAVY

UNITED STATES ATLANTIC FLEET
AIR ANTISUBMARINE SQUADRON THIRTY
UNIT 60133
FPO AA 34099-6505

1991
DECLASSIFIED

5750

Ser VS 30/C005

8 APR 1992

~~CONFIDENTIAL~~ - Unclassified upon removal of enclosure (1)

From: Commanding Officer, Air Antisubmarine Squadron THIRTY
To: Chief of Naval Operations, Director of Naval History
(OP-09BH)

Subj: 1991 COMMAND HISTORY REPORT (U)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) 1991 Command History of VS 30 (U)

1. (U) Per reference (a), enclosure (1) is submitted.


G. A. PETERSON

Copy to:
CVSW 1
CVW 17

Classified by: Multiple Sources
Declassified on: OADR

Legyen

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

1991 Command History of VS 30 (U)

1. (U) COMMAND COMPOSITION and ORGANIZATION

a. VS 30 is assigned to Carrier Air Wing SEVENTEEN (CVW 17) with the primary mission of defense of the USS Saratoga (CV 60) Carrier Battle Group in all weather conditions employing the S-3B Viking weapons system. Principal missions include: Antisurface Warfare, Antisubmarine Warfare, Electronic Warfare, intelligence collection, aerial refueling, fleet support, and other non-combat operations. VS 30 is assigned 7 S-3Bs, tailcode AA700 through AA 706, and is permanently stationed at NAS Cecil Field, located in Jacksonville, Florida.

b. Commander Gary A. Peterson, United States Navy, Commanding Officer, biography:

(1) Commander Gary A. Peterson was born and raised in (b)(6) A graduate of the University of Washington, he earned a Bachelor of Arts Degree in Economics through the Navy Reserve Officer Training Corps (NROTC) scholarship program and was commissioned as Ensign in June 1975. He was designated a Naval Aviator at NAS Chase Field, Texas in November 1976 and reported for S-3A Fleet Replacement training with VS 41, San Diego, California.

(2) Upon completion of S-3A training, Commander Peterson joined his first fleet squadron, VS 22, and completed two Mediterranean deployments onboard USS SARATOGA (CV 60). In February 1980, Commander Peterson reported to Air Test and Evaluation Squadron ONE (VX 1) in NAS Patuxent River, Maryland where he served as Test Director and S-3 Branch Head conducting software and initial S-3B operational testing. During this tour, he earned a Masters of Science Degree in Systems Management from University of Southern California.

(3) Returning to sea duty in October 1983, Commander Peterson served as Assistant Navigator in USS INDEPENDENCE (CV 62) and made two deployments to the Mediterranean/North Atlantic and to the Indian Ocean. He subsequently served as Navigator for her transit to Philadelphia for Service Life Extension Program (SLEP).

1
DECLASSIFIED

~~CONFIDENTIAL~~

Enclosure (1)

DECLASSIFIED

~~CONFIDENTIAL~~

(4) In June 1985, Commander Peterson reported to shore duty where he served as Safety Officer in VS 41 and San Diego, California. In September 1986, he was assigned to the Pre-commissioning unit of VS 35 as the Administrative Officer until his transfer to VS 21. He served as Maintenance Officer making a deployment to the Indian Ocean onboard USS ENTERPRISE (CVN 65).

(5) After completing his tour, Commander Peterson reported to Navy Military Personnel Command, Washington, D.C. in May 1988 where he served as the VS and Training Command Placement Officer. Following S-3B transition training, he reported to Air Antisubmarine Squadron THIRTY (VS 30) as Executive Officer in July 1990, making the Operation Desert Shield and Desert Storm combat cruise onboard USS SARATOGA (CV 60).

(6) Commander Peterson's awards include Air Medal, four Navy Commendation (one with Combat "V") Medals, two Navy Achievement Medals, Navy Expeditionary Medal, Armed Forces Expeditionary Medal, South West Asia Service Medal (w/2 Bronze Stars) and various unit and sea service related awards. He is married to the former (b) (6) of (b) (6). They reside in (b) (6) with their daughter, (b) (6) and son, (b) (6).

2. ~~(c)~~ CHRONOLOGY of EVENTS

a. 01 January 1991 - 31 December 1991

(1) January - March

(a) VS 30 began 1991 inport Antalya, Turkey, and commenced flight operations 04 January 1991, as SARATOGA sailed towards the Red Sea, transiting the Suez Canal on 06 January 1991, for the fifth time. After turnover with USS JOHN F. KENNEDY (CV 67), SARATOGA/Air Wing SEVENTEEN resumed maritime interdiction operations and "Mirror Image" practice strikes as part of Operation Desert Shield. VS 30 performed ELINT collection flights along the Iraqi border until 17 January 1991. When Operation Desert Storm hostilities commenced 17 January, the DIAMONDCUTTERS became the first squadron in the Viking community to be fully integrated into overland strike packages. For the rest of the month of January 1991, two ESM/strike support combat missions were flown each day, in addition to SSC/recovery tanker and logistics flights. Throughout January a detachment in NAS Sigonella continued to support ongoing ASW/ASUW tasking under CTF 67, including missions against a Soviet VICTOR III class submarine.

2 DECLASSIFIED

~~CONFIDENTIAL~~

Enclosure (1)

~~CONFIDENTIAL~~
DECLASSIFIED

(b) VS 30 was heavily involved in combat support throughout Operation Desert Storm. Due to limited E-2C aircraft availability, Diamondcutter S-3Bs, initially with one E-2C NFO per crew, performed command and control functions during overland strikes. Averaging two ESM/strike support combat missions per day, the DIAMONDCUTTERS became an essential strike package element for strike leaders. On the Iraqi border, contingency wet wing tankers fueled low-state strike aircraft on two occasions. VS 30 supported the air wing and battle group each day with SSC/recovery tanker and logistics flights. Throughout February a detachment in NAS Sigonella continued ongoing ASW/ASUW tasking under CTF 67, including missions against the patrolling Soviet VICTOR III. The Sigonella detachment aircrew also participated in several "Rabbit" exercises to test the AAW "Gatekeepers" guarding the southern flank of NATO. NATO AWACS vectored S-3Bs within missile engagement zones of NATO ships. Upon detection, the S-3Bs, unless intercepted by NATO fighter aircraft, flew cruise missile profiles until marking on top target ships.

(c) As the Coalition Force Strikes were called to a halt, VS 30 prepared to return to NAS Cecil Field, Florida. With short notice, the DIAMONDCUTTERS planned and executed the trans Atlantic movement of all nine squadron aircraft to provide room aboard SARATOGA for a lift of opportunity to a USMC Harrier squadron. The transatlant aircraft left Sigonella, refueled in Rota, Spain, and remained overnight in Lajes, the Azores. With KC-10 support, the S-3Bs flew to CFB Shearwater, Nova Scotia, refueled, and continued to NAS Patuxent River, Maryland. With VX-1 support, all nine aircraft launched on time, flew over downtown Jacksonville and recovered at NAS Cecil Field to a tremendous homecoming. SARATOGA returned to NS Mayport on 28 March 1991.

(4) April

27 - Two-plane Law Enforcement Operations (LEO) detachment to NAS Key West.

(5) May

- 10 - Post cruise AMCI/OMPI/ISIC inspections
- 13 - Coordinated ASW OPS with U.S. Submarines at NAS Bermuda.
- 17 - Return from LEO OPS and NAS Key West.
- 25 - Return from ASW OPS and NAS Bermuda.

~~CONFIDENTIAL~~
DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

(6) June

23 - TORPEX, Bombing, Low Level Orange Air OPS from NS Roosevelt Roads, Puerto Rico versus USS EISENHOWER Battle Group.

(7) July

03 - Return from Roosevelt Roads and Orange Air OPS.

05 - Two-plane LEO Detachment to NAS Key West.

25 - Return from LEO and NAS Key West.

31 - (b) (3) (A)

(8) August - September

27 - Change of Command ceremony, Module "D", Hangar 860, NAS Cecil Field, FL.

(9) October

01 - CVW 17 Weapons Detachment to Fallon, NV. Participated in all aspects of the detachment as well as Unit Training in bombing and Electronic Warfare at China Lake Electronic Warfare Training Range.

25 - Return from Fallon, NV.

(10) November

04 - Embarked in USS Saratoga (CV 60) for Carrier qualifications and REFTRA. Cyclic operations emphasizing ASUW, ASW, and aerial refueling.

14 - Return from REFTRA.

18 - Advanced Phase aboard (CV 60) conducted ASW, ASUW, and aerial refueling flight operations.

(11) December

4 - Mine Readiness Inspection.

13 - Return from Advanced Phase.

~~CONFIDENTIAL~~

DECLASSIFIED